

Today's
Advertisements.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
(For various Accounts),
at his Sales Rooms, Zealand Street, No. 2.
ON
MONDAY, the 25th July, 1898,
Commencing at 2.45 P.M.
A QUANTITY OF
USEFUL HOUSEHOLD FURNITURE.
Comprising:—
TAPESTRY COVERED EASY CHAIRS
AND SOFAS, ROUND and SQUARE
TABLES, WASHING STANDS, DOUBLE
and SINGLE IRON BEDSTEADS, CHESTS
of DRAWERS, SIDEBOARDS, TOILET
TABLES, CHAIRS, CARPETS, PICTURES,
ORNAMENTS, GLASS WARE, PLATED
WARE, &c., &c., &c.
Also
One REMINGTON TYPEWRITER with
Stand.
One HAMMOND TYPEWRITER.
One REMINGTON TYPEWRITER with
double Case.
One Large KEROSENE STOVE—Complete.
One LADY'S BICYCLE—New.
One CHILD'S PERAMBULATOR.
Catalogues issued prior to Sale.
On View at the Undersigned's.
TERMS OF SALE.—As Customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 21st July, 1898. [539]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR NINGPO.
THE Company's Steamship
"TAMU,"
Captain Moore, will be despatched as above
TO-MORROW, the 22nd instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st July, 1898. [564]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR KOBE.
THE Company's Steamship
"FOO-HOW,"
Captain Smale, will be despatched as above
TO-MORROW, the 22nd instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st July, 1898. [577]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINGTUNG,"
Captain Inner, will be despatched as above
ON MONDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st July, 1898. [588]

THE CHINA TUGBOAT STEAM NAVI-
GATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)
THE Company's Steamship
"CHINGTUNG,"
Captain H. C. Harris, will be despatched as
above on or about the 11th August.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 21st July, 1898. [586]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"PARRAMATTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., 10 S.S. Australia.
From Australia, 10 S.S. Otway.
From Persian Gulf, 10 S.S. Simla and
Khandalla.
Optional goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.
Goods not cleared by the 27th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 21st July, 1898. [1155]

**FROM CALCUTTA, PENANG AND
SINGAPORE.**
NOTICE TO CONSIGNEES.
THE Steamship
"KNIGHT TEMPLAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo Impeding the discharge or remaining
on board after 2 P.M. of the 23rd instant will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Wanchai.
Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside, as
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID GASSON, SONS & Co.,
Agents.
Hongkong, 21st July, 1898. [341 587]

Intimations.

**DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.**
AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and
Large Consignments.
"Any complaints should be addressed to the
Manager."
Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

**A. S. WATSON & CO.,
LIMITED.**
MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pre-
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.
The best materials only are used.

The Prices are only half those
charged in England.

WATERS MANUFACTURED BY US are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.C.B.,
D.C.L., F.R.S., &c. the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—
"It possesses an extremely high de-
gree of organic purity and is
of most excellent quality for
"drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 18th June, 1898. [7]

BIRTH.
On the 18th inst., at Woodcock, the wife of
REGENT A. J. BIDWELL, of a son.

THE Hongkong Telegraph
HONGKONG, THURSDAY, JULY 21, 1898.

REUTER'S MESSAGES.
ACCIDENT TO H.R.H. THE PRINCE
OF WALES.
LONDON, July 19th.
The Prince of Wales whilst staying with
Baron Ferdinand de Rothschild at Waddesdon
slipped on the staircase and has fractured his
limb.

THE SPANISH-AMERICAN WAR.
Peace negotiations are not admitted officially
either at Washington or Madrid.
The American operations in Manila and
Havana will probably be postponed to Septem-
ber until after the rains.
Commodore Watson sails at the end of the
week for Spain with the special American
squadron.

FRANCE.
M. Zola and M. Perroux, have each been
sentenced to one year's imprisonment and to a
fine of francs 3,000.
GOOD NEWS!
We are informed that the Secretary of State
for the Colonies has agreed to the proposition of
the Hongkong & Shanghai Bank for an increased
issue of Bank notes.

WEATHER REPORT.
The Observatory report to-day says:—On
the 21st at 11.35 a.m.: The barometer has
again fallen in the extreme North and another
depression is probably advancing from the con-
tinent towards the N. part of the Sea of Japan.
On the China coast pressure is unchanged and
remains near the normal, but indications of the
existence of a slight depression in the middle
part of the China Sea are more marked this
morning. Gradual slight, mainly for S.E.
winds, on the China coast. FORECAST:—
Moderate (with E. winds) squally, showery,

LOCAL AND GENERAL.

The steamship *Bonanza* reports having spoken
H.M.S. *Daphne* in Hainan Straits. She desired
to be reported "all well."

The Court of Appeal will give judgment in the
Powan-Kwong collision case at the Supreme
Court at 10.30 a.m. on Saturday.

The N. Y. K. S. S. *Hakata Maru* has been
granted a certificate entitling her to a bounty
for one year under the Navigation Encourage-
ment Law.

The tea market in Yokohama was very active
on 6th and 7th inst., 7,224 picul changing hands
during the two days. Quotations advanced one
yen on an average.

The Hospital ship *Hygeia*, which has been
undergoing an overhaul at the hands of the
Dock Company, was to-day towed to her usual
anchorage at the back of Stonecutter's Island.

MANY of the highest dignitaries of the Korean
Government are suspected of having plotted to
dethrone the Emperor. Some of the alleged
conspirators have been arrested and others have
fled.

FEVER is said to be very rife in Penang at pre-
sent. The main reason is alleged to be that
vegetable gardens are allowed to be kept in the
heart of the town and that several swamps are
left undrained.

A CHINAMAN, described as a tin-smith, admitted
at the Magistracy to-day to the charge of having
a revolver in his possession without a license.
He was fined \$50 or to undergo two months' im-
prisonment.

A LARGE number of common lodging house
keepers were prosecuted by P.C. 6 to-day for
having more men in the house than allowed in
the license. Fines were inflicted at the rate of
\$2 per man in excess.

A COOLER who could not account for his posses-
sion of seven bags of rice was fined \$25 with
the alternative of six weeks at the Police Court
to-day. Another Chinaman, for the unlawful
possession of one bag of rice, received the same
penalty.

THE master of a bum-boat was fined \$25 in
default of six weeks at the Magistracy to-day for
approaching and hovering about the ship *Old
Kensington* for the purpose of selling liquors
without the consent of the Captain. The liquors
found in the boat were confiscated.

The following appointments have been made at
the Admiralty:—Fleet Surgeon: T. M. Sibbald,
to *Concorde* (June 20th); Chaplain: Rev. F.
Flynn, M.A., to *Tamar*, for Hongkong Yard and
Hospital (June 16th); Rev. G. M. Tichborne,
to *Blenheim* (June 15th), and afterwards to
Barfleur (undated).

The Department of Agriculture and Public
Works in Korea has been authorized by the
Council, under Imperial sanction, to construct a
road between Seoul and Mokpo, and to select
ten scholars from the English and French Lan-
guage Schools to be sent abroad to study the
postal systems of Europe.

MANY unjust things have been said of Presi-
dent McKinley, but it remained for the *El
Diario* of Madrid, with unconscious humor, to
perpetrate the following:—"It will no doubt
surprise our readers to learn that the Yankee
President McKinley is a naturalized Chinaman,
having been born in Canton."—*Buffalo* (U.S.).
Times.

The Forest Rangers of Penang are now to be
seen in khaki uniform, with green facings.
The Malays wear a cap of khaki, with a green
band, and the Chinese rangers don a slouch
Tartan hat. The men also wear short pants,
and are, provided with a belt round the
waist. It is not yet decided how they are to be
armed.

CAPTAIN Richard Toolmie, charged with killing
the comrade of his steamer, the *Doring*, at
Wuchow, was brought before Dr. Bedloe, U.S.
Consul, at Canton yesterday. Prisoner pleaded
not guilty and asked for time that his defence
might be prepared. He was committed to the
British prison and the first Tuesday in October
was fixed for the trial.

In future, Korean children under the age of
seven are to be provided with wooden tablets
bearing the names of their fathers or older bro-
thers, and the street in which they live. This
provision of law has been made at the instance
of the Police Department who are greatly bother-
ed at times by an accumulation of lost and
strayed youngsters of tender years.

Mr. Silbermann's Anatomical Museum, No. 63
Queen's Road, continues to attract large atten-
dances, particularly of the educated Chinese and
all are deeply interested in the many fine
specimens that show how "fearful and wonder-
fully made" is the human body. The illustra-
tions of the body in health and disease attract
much attention and altogether the exhibition is
highly instructive and interesting.

ON the 30th of June, a Chinese Towkay named
Li Than was fined \$250 by the Resident of
Singapore for offering an illegal gratification
of \$100 to Mr. H. W. Bathurst, the Collector of
Land Revenue, on account of some land mat-
ters. The accused, in defence, stated that he
had no intention to bribe Mr. Bathurst. He
took the \$200 over to him on account of land
deposit as he wished to make a fresh applica-
tion for the land in question. The fine was
paid and the \$200 confiscated.

A JAPANESE vernacular contemporary states
that it is the custom among the fishermen of
Gunke-mura, Awa, to assemble in a temple
occasionally and have a carousal. On the 5th
inst. the men held a feast and ate *tako* (a kind
of cuttle-fish). Some 50 people who partook
of the fish were subsequently overtaken by a
violent attack of diarrhoea. It was found
that they had been poisoned by the *tako* eaten
on the same day. They were medically attend-
ed and fortunately all recovered.

It is reported that Captain Ah Kai is starting a
very large tin mine in Sengul Sipat, Kuala
Kangar. The undertaking will at first, it is
said, cost him about \$100,000, and will give
employment to some three thousand coolies.

At the Magistracy to-day, Thomas O'Donnell, a
Groom, unemployed and staying at the Sailors'
Home, was charged with indecently assaulting
Eglio Lupi, 21, an Italian seaman, also un-
employed and residing at the Home. Evidence
was given and accused, who made a statement
that it was a case of spite, was committed for
trial at next Criminal Sessions.

RECENTLY two Chinamen named Chan' Swee
and Chan Teh on the way to Bukki Jelotong
near Seremban came across a half-grown tiger
Chan Teh bolted. The tiger attacked Chan
Swee; but the latter, with a stick which he had
in his hands, landed a fatal blow on the tiger's
head. The tiger was brought to Seremban and
the usual reward was paid to the Chinaman.

THE Band and Drummers of the "King's Own"
Regiment will play the following programme,
and Military Tattoo, on the H.K.C.C. Grounds,
to-morrow, commencing at 8.15 p.m.

PROGRAMME
Descriptive piece, Turkish Patrol, Michaelis
(Band).
Dance, Dervish Dances, Brown
(Band).
"Reminiscences of All Nations"
(Band).
Gallops, "The March of the Titans," Anon.
(Band).
Descriptive piece, Voyage in a Troopship, Miller
(Band).
Tattoo to Commence at 8.15 p.m.

A MALAY was swimming across the Sungai
Gedong river a few days back, for the purpose
of collecting some firewood in the adjacent
jungle, when a large crocodile seized him by the
thigh and at once attempted to drag him under
the water's surface. The man, however, re-
tained his presence of mind and promptly aimed
a blow with a small hatchet he was carrying at
one of the reptile's eyes. The blow took effect
and the blinded crocodile let go its hold and
made off down the stream. The Malay was
taken to the local hospital and is recovering
from his wounds.

RECENTLY a Siamese man enticed a boy of ten
years away from his home, and made him a
prisoner. Then with the aid of a confederate he
tried to sell him, the price he wanted being 60
lucals. But negotiations had to be conducted
quietly, and Bangkok people did not rise to
the bait at all. Nobody seemed to want to
buy a boy. At last the precious pair
heard of a Chinaman who wished to get a
boy to send to his parents in China, and who
was willing to pay 200 lucals for a good-looking
youngster. They approached this Chinaman
through one of his friends, Nai Choo, who was
not very long in finding out that they had stolen
the child. He thereupon gave information to
the police and the men were arrested the child
being also recovered.

THE most interesting feature in the report
of the deputy master of the Mint, is
that relating to the issue of the Jubilee
medals last year. The demand for these not
only exceeded the expectations of the authorities
but was for a time at least, the capacity for
production. The total number of Jubilee
medals issued to the public reaches the large
number of 338,796, of which 23,183 were in
gold and 273,626 in silver, the balance being in
bronze. With the exception of these last-named,
all the medals ordered have been delivered, not-
withstanding that certain peculiarities in the
design necessitated very slow manufacture.
There are still 17,400 bronze medals which have
to be supplied. The total number of coins of
the realm struck during 1897 shows a marked
decrease as compared with previous years, the
gold issued in sovereigns and half sovereigns
amounting only to £1,778,437, as compared with
£4,808,866 in 1896, and the silver and bronze
showing a proportionate diminution. This fact
is probably due to the very heavy output of the
past ten years, which has apparently satisfied all
requirements for the present, the mean issue of
gold coins from 1887 to 1896 being £6,331,778.

THE LIU-HAN RAILWAY.
According to a Peking despatch of 1st inst., an
agreement has been concluded by the Chinese
Government with the Japanese Syndicate for the
railway that is to connect the capital with
Hankow. The Liu Han Line starts from Peking
a few miles south-east of Peking, and runs
thence to a large market town called Liu Chiao,
from which the first syllable of the new
railway derives its name. From this place the
course of the road is almost a straight line
toward Pao Ting-fu. Passengers are now
sent along by Liu Li Ho, about one hundred
miles and ten li from Peking, and it is also
the head of navigation for small boats, and it is also
the market for coal and lime which are produced
in the hills near by, in quantities practically
unlimited. Most of the lime used in building
at Tientsin comes from this centre, and there is
a large export of coal from this important town
also. From Liu Li Ho to the ancient city of
Chao Chien, some twenty-five li farther, the rail-
way carries freight, but no passengers, and
trains run very irregularly. For Chao Chien it is
claimed that it is the Gateway to Niao Fro-
vinces, and that under the whole Heaven it is
"the First Chou City." From Chao Chien to
Pao Ting-fu the railway is graded, but the
bridges over the roads are not built, nor are
rails laid. It is impossible to predict when the
road between Peking and Pao Ting-fu will be
opened to traffic. It is worthy of mention that
the measurements of the surveyors of the rail-
way show that the Chinese li, or mile, is here
very short, for the theoretical 330 li do not in
fact come up to more than about 300. Beyond
Pao Ting-fu the Liu Han Railway traverses a
country which will contribute very little to the
profits of the line for a long time to come.
It is not apparent what service China expects
to gain by the union of the Yang Tze Valley and
Peking. There are many who think that the
first long line should have been from Chinkiang
to Tientsin, which a German Syndicate has
been anxious to obtain a concession for. The
Liu-Han Railway, backed by the German
Belgian Syndicate, backed by Russia and
France, it will be interesting to see what answer
will be returned by the Tsungli Yamen in Ger-
many in respect of the Tientsin-Chinkiang Line.
Meanwhile we hear nothing of work having
been commenced on the British Line that is to
run north-eastward from Barmah to Ching,
the two great water-ways of Barmah & Ching,
the Irrawaddy and the Yangtze.—*Barham*, China.

THE WAR.

LATEST FROM MANILA.

ARRIVAL OF SECOND EXPEDITION.

The steamer *Watan* arrived here to-day
from Manila, having left there on the 18th.

On the previous day, Sunday, 17th, the second
expedition arrived and were heartily welcomed
by the men on the U.S. ships. The *China* pat-
rol during the forenoon and the other ships, the
Zaranda and *Colon*, followed later on to the
day.

On their way the ships stopped at an island
(the name of which we cannot ascertain) and
raised the American flag.

The Cabinet of the Philippine Republic has
taken office at Bacoor, Emilio Aguinaldo being
President, Baldomero Aguinaldo Secretary of
War, Leandro Ibarra Minister of the Interior
and Mariano Trias, Secretary of State.

The Spanish forces have now been driven to
their last trenches, but Lieut Clark is reported
to have expressed the opinion that the insurgents
are incapable of taking Manila.

Major Clemen, Chief of the Commissariat
Department, has discovered \$100,000 worth of
naval stores at Cavite which were hidden to
prevent their being utilised by the Americans.

On July 17th General Anderson sent a Cal-
ifornia Battalion to quarters at Parangue seven
miles due south by the coast of Manila. The
Americans could see them by glasses drilling on
the beach.

It has been stated that the Americans will
not take any action until the arrival of General
Merritt with the third expedition.

(Clippings from Home Papers.)

MADRID, June 23rd.
The Philippine question, revived by Señor
Moret's speech in the Chamber, continues to be
discussed. It is now generally recognized, al-
though successive Governments were guilty of
many sins of omission with regard both to the
colonial administration and the proper means
of defence against foreign attack, the present
Cabinet must be acquitted on the charge of
having failed in its engagements with the in-
surgent leaders and of having thereby afforded
Aguinaldo a plausible pretext for again raising
the standard of insurrection. The truth seems
to be that the Tagalos retain their deep-rooted
dislike to the domination of the religious order,
and believe that they have now an opportunity
of throwing it off. With reference to the negli-
gence of the Government in the matter of leav-
ing the Philippines without adequate means of
defence, a long private letter from Admiral
Montojo, dated May 9th, is published in the
Madrid Press to-day. It confirms on every
point your Special Correspondent's account of
the Cavite disaster, and explains fully why the
Spanish fleet was in Manila Bay and not under
the protection of the forts at Subic on the west
coast of the island. The Admiral writes as
follows:—
"On April 15th I went with the squadron to
Subic in the hope that only a few days would
be required to mount a battery on the island
at the entrance to the bay and to lay down
torpedoes at our disposal. Terrible
deception! For as torpedoes, some had
been laid down, but Captain del Rio told
me that he had not absolute confidence
in their efficacy. On the 16th I received
in Subic a cypher telegram from the Consul
at Hongkong assuring me that the Ameri-
cans had sailed for the said port to destroy
our fleet and proceed thence to Manila. This
proved to me that the enemy knew where we
had taken refuge and was aware that Subic was
not defended on the land side. I immediately
assembled a council of war. All except Captain
del Rio, the commandant of the arsenal, the
score of construction, were of opinion that the
position was indefensible, and that we ought to
seek shelter at Cavite and defend that place."
He then describes pathetically how he got his
"poor little squadron," already partly disabled,
to Cavite, and how on the following night
the American squadron entered the bay. The
details contained in the remainder of the letter
have already been published.

It is confidently predicted that the Cortes will
be prorogued to-morrow or Saturday.

The Government has received the four fol-
lowing telegrams. The first, from General
Blanco at Havana, says:—
"General Linarez informs me that this morn-
ing the enemy's squadron began a bombardment,
threatening to effect a landing at Balquid and
Barraco."

The second telegram, from Admiral Cervera,
dated Santiago, June 23rd, says:—
"The enemy has landed at Point Barraco.
As matters must be decided on land, I am dis-
embarking crews from the fleet so as to get with
in rifle shot of the enemy. The situation is very
critical."
Point Barraco is half-way between Santiago
and Guantanamo and is 20 miles from either
place.
The third telegram runs:—
"The enemy's squadron opened an attack,
which was most fierce from 8 1/2 to the morning to
3 in the afternoon, but which lasted till night-
fall, on Concha Bay, Siboney, and Balquid. The
attack was repulsed along the whole line except
on our extreme left, which had to yield before a
flank movement of the American troops, which
had landed nine kilometres away to the east of
Balquid and outside our radius of action. We
retired in good order to the mountains. Siboney
and Balquid were swept by the enemy's shells.
I can give no details because communication is
interrupted."

The fourth telegram is from Puerto Rico:—
"An enemy's cruiser appeared to-day before
San Juan, and our cruiser *Isabel II* and the
destroyer *Terror* went out to meet it. An en-
gagement took place in which we had one killed
and three wounded, the American cruiser set-
ting on fire and our vessels returning to port."

A fifth telegram, which has not yet been pub-
lished, is to the effect that Spanish reinforce-
ments are being concentrated on Santiago.

BERLIN, June 22nd.
The North-German Gazette gives prominence
to a communication from Berlin which has
appeared in the *Schlesische Zeitung*. After
referring to the negotiations between Germany and
the United States in the matter of the Philip-
pines, the writer proceeds to accuse the French
press of adopting the same tactics. The state-
ment to which he specially takes exception was
to the effect that the German Ambassador in
Washington had given "satisfactory explana-
tions" concerning the measures which the Ger-
man Admiral at Manila intended to take. Now,
the German Government, we are assured,
has no occasion to give assurance which look
like apologies. That Government is well
aware that in Washington perfect confidence
is entertained in the strict neutrality and
loyalty of German. On the other hand,
the assemblage of the German naval
forces before the Philippines is, in present

circumstances, which involve incalculable con-
tingencies and possibilities, an act in defence of
important interests. It is a measure which Ger-
many, like every other country, as not only the
right but the obligation to adopt in view of the
dangers which menace the life and property of
German merchants in the Philippines in conse-
quence of the victories of the insurgents."

I can only repeat in the connection that the
"insultations" to which reference is made had
their origin in the well-informed German Press.
The *Collegio Gazette* prominently quoted with-
out criticism the statements of the *Marinespoliti-*
che Correspondenz, which asserted that Ger-
many should claim a harbour in the Philippines
just as she had claimed one in China. A large
number of influential German journals have been
advocating the same policy, and its adoption is
manifestly indicated as the duty of the German
Government only this morning by the *Kreis*
Zeitung. That journal says:—

"There can, of course, be no question of an
occupation of Spanish territory by us. It is a
change of ownership on a large scale takes
place. Germany will have to govern her attitude
accordingly, and we have enough confidence in
the wisdom of our Government to believe that
the right path will be followed."

As to what the "right path" is no German
journal is in the slightest doubt. There would
be a storm of indignation in the German Press
if the United States were to become master of
the Philippines while Germany got nothing.
In the view of many German politicians any-
thing would be better than that, and they would
even prefer to see the intervention of several
European Powers to protect the life and
property of their subjects from the rebels,
followed by the acquisition of a naval station by
each of them. There is, in fact, a strong inclina-
tion to repeat the Chinese drama, wherever an
opportunity is afforded. Relatively to what
Germany already possesses, she has everything to
gain by such a policy of "fair shares all
round." There can, however, be little doubt
that no European Power or combination of
Powers would venture to prevent the United
States and England from pulling the future of
the Philippines Islands completely out of at least
under the protection of their conjoint naval
forces. Continental opinion would not so
speedily acknowledge the strength of an Anglo-
American naval alliance, but it would be
practically unanimous against favouring the risk
of the commercial consequences of a breach
with the United States.

WASHINGTON, June 22nd.
Count Cassin, the new Russian Ambassador,
will present his credentials to President Mc-
Kinley in a day or two. An interview with his
Excellency is published, in which the Count is
represented to have expressed his satisfaction at
having an opportunity of meeting the cordial
sentiments to long existing between Russia and
the United States, and to have said that he was
authorised to give this sentiment the fullest and
most positive expression. The sympathies
existing between the two countries had never been
deeper. The Russian people shared the
feeling of the Government.

Asked whether Russia looked with apprehen-
sion upon the possible occupation of the Philip-
pines by America, Count Cassin is reported to
have said that Russia was not at all deeply con-
cerned at any movements affecting the great
problem of the Far East, of which the Philip-
pines were to some extent a part, or outpost,
and the question who should control those
islands, if not Spain, was of interest and im-
portance to Russia. As far as Russia herself was
concerned, however, her activity was confined to
the Far East proper.

As to whether Russia was likely, alone or in
conjunction with other Powers, to resist the
control of the Philippines by the United States,
his Excellency is represented to have said that
he did not apprehend any change in the good
relations of the United States and Russia,
adding that it seemed quite undesirable that
the possession of the Philippines should pass
into the hands of Great Britain, since such a
contingency would seriously disturb the equi-
librium of the Far East.

WASHINGTON, Wednesday.
I am assured on the highest authority that
the statement emanating from Madrid, and
alleging that Germany has offered to pay five
hundred million marks for twenty years' pro-
tection over the Philippines by the United States,
the American Government. It is not regarded
as probable that Germany proposes to over-
throw the European status quo, which would be
the result of such action. An Anglo-
American alliance would instantly be forced
by circumstance, while Russia would un-
doubtedly regard the cession of the Philippines
to Germany with grave suspicion. Meantime,
the President distinctly holds the opinion that
the Philippines are no longer Spanish territory.
He anxiously and momentarily awaits the report
that the American flag floats over Manila. As
soon as the troops enter the city any negotiation
for a foreign Power with Spain for the transfer
of the islands would be regarded as an act
hostile to the United States.
A correspondent with the American forces
writes:—
Two prisoners were brought into camp to-day.
They were captured whilst going with letters
from Santiago to Guantanamo. They report
that there is absolutely no flour left in Santiago
and that the people are making bread out of
rice. Other provisions are also very scarce.
They graphically describe the terrific effect
of the shot fired from the *Vesuvius*. It struck the
Cayo Smith with appalling force, like an earth-
quake, or some terrible volcanic explosion. The
roof of the building, and part of the battery were
wiped totally away, leaving no trace of frag-
ments, while the whole country side felt the
concussion of the awful shock. Spaniards say
that the Americans are beginning to hurl earth-
quakes.

THE "ALBION" DISASTER.

The new battleship *Albion* was successfully
launched from the yard of the Thames Ironworks
and Shipbuilding Company at Blackwall on
Tuesday afternoon (June 21), the Duchess of
York christening the ship and cutting the
releasing cord. Enthusiastic cheers were raised
by an enormous assemblage when the vessel,
the keel of which was laid only fifteen months
ago, glided into the water. Before

sufficient force to cope with a crowd which reached the bridge at the moment of the launch. The bridge appears to have been loaded with as many unauthorized spectators as it could accommodate. Accounts differ as to what actually happened, but the best authenticated version is that the anticipated wave or backwash swept up the narrow inlet and carried away the structure with its living load. At all events, the occupants of the bridge were suddenly plunged into the seething water, to fight blindly and desperately for dear life. They were workmen with their wives and children, who had taken advantage of their position in the yard to occupy a site never intended or authorized for spectators. A scene of wild confusion followed, the cries for help raised by those who were struggling in the water, and by the few spectators who saw the accident, were drowned in the cheering which greeted the launch and there was some delay before any attempts at rescue could be made. Heroic efforts in this direction afterwards resulted in a large number of persons being got ashore. Fifty were rescued, but so far as is yet known thirty-four lives were lost. Eighteen of the victims were women, four men, six boys, and six girls. One little girl of four lay unclaimed among the dead on Wednesday. The pathetic incidents are innumerable. Every single death would, of course, have this character if all its attendant circumstances were known. A man who was working on the *Albion* saw the incident without knowing that his own boy was in the water. He rushed to the rescue, but it was too late. He returned to the boat, and there weeping, congratulating one another, or the owners of the yard, on a most successful launch. When the electric lights were turned on in the mortuary a young working engineer who had helped to install them saw his mother and newly-married sister among the dead. His father and his brother-in-law presently came in to behold the same awful spectacle. One young woman who was rescued with difficulty restrained from throwing herself into the water after her sweet-heart whom she saw going down for the last time.

The Duke of York early on Tuesday evening sent the following telegram to Mr. Hills, the chairman of the Thames Ironworks and Shipbuilding Company:—"I just heard that sad accident occurred at launch of *Albion* to-day. Trust no truth in such a terrible report. Both Duchess and I are deeply grieved. Should report be true please express our deep distress and sincere sympathy."—George.

Mr. Hills telegraphed in the following terms to His Royal Highness:—"Exceedingly regret to confirm rumour of serious accident. Will notify your gracious expression of sympathy. Will send you to-night report of this unfortunate occurrence."

At 4 p.m. the following further telegram was received from York House:—"Have just received your telegram and learn with profound regret that the report respecting which we telegraphed to you is true, and beg you to express to the families of the sufferers our sympathy for the calamity and our heartfelt sympathy with them in this terrible disaster."—Duke and Duchess of York.

A message was also received Tuesday evening from Mr. Goschen, First Lord of the Admiralty, conveying his sympathy. Sir Arthur Blige, on behalf of Her Majesty, sent the following telegram on Wednesday afternoon from Windsor to Mr. A. F. Hills:—"The Queen only heard on arrival here this morning of the terrible disaster which occurred at yesterday's launch of the *Albion*. Her Majesty desires me to express her distress at the great loss of life and her deep sympathy with the bereaved families."

Mr. Hills replied as follows:—"I beg gratefully to acknowledge Her Majesty's gracious message of sympathy in regard to the deplorable disaster at the launch of Her Majesty's ship *Albion* yesterday, which I am sure will be keenly appreciated by all involved in this sudden sorrow. Every effort possible will be done for the immediate distress and to mitigate the shock of this terrible calamity."

A fund for the relief of the sufferers by the Blackwall district has been opened by the Mayor of West Ham. The Duke and Duchess of York have contributed twenty-five guineas, and the directors of the Thames Ironworks Company 1,000 guineas.

A sailor's superstition has it that if the bottle of champagne used to christen a ship does not break the vessel will be unlucky. When the Duchess of York pressed the button on Tuesday the bottle did not break as it should have done, and one of the guests, probably well versed in nautical superstitions in the subject, stepped forward and smashed the bottle.

The *Albion*, if not absolutely the most powerful vessel that has been constructed for the Royal Marine, is the largest that has ever been built on the Thames. *Hong Kong News.*

LUMIERE'S CINEMATOGRAPHEE.

Last night Lumiere's Cinematographe was exhibited in Hongkong for the first time in a specially erected for the purpose near Pedder's Wharf. There was a large and appreciative audience and the various items of the programme were loudly applauded. Scenes from the Paris Opera Comique and the Jubilee Procession were represented together with a large collection of miscellaneous subjects including many humorous ones. The Lumiere's Cinematographe is an improvement upon similar instruments by which the trying vibrating effect of the pictures is reduced to a minimum. Once seen it is always appreciated and the only fear which we entertain for the success of the present series of entertainments is that when the excellence of the show becomes generally known the marked success of Pedder's Wharf will be found totally unable to accommodate the vast audience bound to be attracted. We trust that the promoters of the exhibition will receive all the support they deserve, not only on account of the attractions of their cinematographe but as a recognition of their place in exploiting Hongkong in the hot season.

ANOTHER REMARKABLE INVENTION.

A hydrographic engineer of St. Petersburg is reported to have invented an optical instrument by which one may distinguish objects in the water at a depth of 45 or 60 feet. The apparatus, which, it is believed, will be of infinite value in examining wrecks, the foundations of dikes, bridges and docks, is composed of a pair of glasses similar to the field glass, to the further ends of which are long cylinders which are placed in the water. At the extremity of the cylinders are tubes or shorter tubes, leaving the former at right angles, and at their extremity are hermetically sealed glass cases with glass lenses containing incandescent lamps. The object examined is illuminated by the lamp, and the image passing through the lower tube is reflected upwards by means of mirrors placed where the tubes are joined. Here it is properly magnified by lenses before entering the retina of the eye. Captain Morzha, of the Russian Navy, has experimented with the new apparatus under the most exacting circumstances, and is said to have found it of great value. He predicts that its utility is so broad that its limits cannot be seen or comprehended for some time to come.

THE POWERS AND CHINA.

In the House of Lords, on Friday, June 17th, Lord Connaught asked the Prime Minister whether any reply had been received from Sir Claude MacDonnell to the despatch from his Lordship, dated April 4, 1898, with respect to the desire of the Chinese Government to reform their military and naval forces; and whether any reply had been received by Her Majesty's Government to the inquiry addressed by telegraph to Sir Claude MacDonnell with respect to the concession given some time ago to a Belgian syndicate for a railway in the province of the Yang-tze. The Chinese had asked Her Majesty's Government for officers, and Her Majesty's Government sympathized entirely with the desire of the Chinese Government to reform both their military and naval services. The Emperor was said to control more than a million of armed men. His war expenditure, amounting to between ten and twenty millions sterling, but China had always relegated her army to a inferior position, though she had often shown that her arms possessed plenty of courage. He very much feared that the dismemberment of China had already commenced in Manchuria. The only thing that could arrest that dismemberment was the reform of the military and naval forces of the Empire. In regard to the second question, it was clear that their able and vigilant representative in China, Sir Claude MacDonnell, acting, no doubt, on the instructions of the noble marquis, had already directed his attention to the recently new policy with respect to railways which had lately characterized the Chinese Government.

The Marquis of Salisbury: We have received no direct reply to the telegram of April 4th, but further communications have passed between Her Majesty's Government and the Government of China with respect to the reorganization both of the Chinese navy and the Chinese army. With respect to the Chinese navy, I think our negotiations are more advanced, and we have very much to hope that the distinguished officer who has already performed valuable duties in that service will make arrangements with the Chinese Government by which we shall be able to continue to help them to reorganize their navy. Your Lordship will readily understand that, although there is on our part the utmost willingness to facilitate any undertaking of this kind, we cannot succeed unless there is also a willingness on the part of the Chinese Government to accept our assistance, and the difficulty has hitherto been, not that they will not accept our assistance, but that they will not give, or have not been willing to give, sufficient independence of position to the officers who are sent out. Until we can wholly overcome that reluctance, my hopes of a very satisfactory issue are not very sanguine. Of course, it is a concession, if one can call it a concession, which they are very naturally unwilling to offer, and we must endeavor to make the matter as easy for them as we can. But we cannot conceal from ourselves that, unless a free hand is given to the advisers we are asked to assist, we are very unlikely to be successful, and deeply-seated evils which have paralyzed both the Chinese army and navy can be removed. At all events, that must take some little time. We have found no unwillingness on the part of the Chinese Government, so to speak in principle, to accept our assistance. The only question is whether they will accept it under conditions which are likely to make it of real value, and on that point communications are still passing. Of course, we shall give them full facility in our power; but it is very difficult to reform those who do not wish to be reformed. As to those very satisfactory and hopeful sentiments which issued from the Throne, it has yet to be seen how far they permeate the great official bodies by which China is governed. I entirely concur with my noble friend, though I do not anticipate any danger in the immediate future, and though I do not think that any catastrophe is threatened, there can be but one end, one issue, to all these events as far as the Chinese Empire is concerned, unless the means of defending themselves both by the army and the navy are developed on lines involving an entire reform. (Hear, hear.) With respect to the railways, Sir Claude MacDonnell has been informed by the Tientsin-Yamato that in regard to this particular railway there has been no change. The concession granted to the Belgian syndicate in 1897 for the construction of the Pekin and Han-Kow line will be carried out by that syndicate, but the control remains with the Director-General of Railways. We have asked for some more information which has not yet reached us, but which I shall be happy to give to my noble friend the moment we receive it.

The statement which I have made covers the negotiations as far as they have gone. I confess to some apprehension lest the great fear which animates most of the Powers may prevent the railway from being made at all. That is, I think, one of the serious dangers of the situation, but everything, as I informed the deputation on Wednesday, will be done by Her Majesty's Government to secure for capitalists concessions where they show a capacity for fulfilling the engagements that they undertake. I cannot promise that the Chinese Government will always grant to us more than to other Powers. But no effort on our side shall be wanting in order to induce the due appreciation of the valuable efforts which English capitalists are willing to make. (Cheers.)

The Earl of Kimberley: With regard to the assistance which Her Majesty's Government have tendered to the Chinese Government in reorganizing the army and navy, I entirely concur in the observations made by the noble marquis. I do not know who the officer is that they have in view, but whether it be the same officer who went there before or not, my own experience confirms what the noble marquis says. We had an officer there and he became entirely useless, not through any fault of his own, but because the Chinese Government would not allow him to exercise any such authority as was absolutely essential to render him of any use whatever. The noble marquis is fully alive to that difficulty, and I am extremely glad to hear that if such assistance is to be given to the Chinese Government Her Majesty's Government will insist that the conditions are such as will make that assistance really valuable and effective. I am very glad to hear the noble marquis repeating the assurance that he gave to the deputation that Her Majesty's Government would do their utmost to support British capitalists who are ready to embark their capital in the construction of railways in China. And I am, perhaps, a little more hopeful that Her Majesty's Government may be successful in this when I remember the very pertinent observations which the noble marquis made when he said in the course of his answer to the deputation that we must not always expect to obtain the help of foreign Powers in obtaining concessions from the Chinese Government. It seems to me that the course of events in China shows that that help will not be wanting, as more than one foreign country is most earnestly pressing the Chinese Government for these concessions. The noble marquis need not, therefore, despair of getting that aid which he mentioned. I do not doubt for a moment that it is the intention of the noble marquis and Her Majesty's Government to give all the aid in their power to such enterprises, but we must not forget that an immense change has come over the whole scene in China. (Hear, hear.) Methods which were formerly perfectly opposite to the ways of

diplomacy, which were entirely justifiable in times past, may no longer be applicable to the situation at which we have now arrived. All I hope is that our Minister at Peking, whom I believe to be a very able man indeed, and Her Majesty's Government will do their best to adapt their methods to the new situation in which we find ourselves. If they do so, and use all the energy they have and apply every effort to support British capitalists in taking their fair share in railway enterprise in China, then I am quite certain—that the country here, especially those interested in Chinese affairs, are becoming fully alive to the necessities of the situation, and I cannot believe that enterprise will be wanting on their part to come forward with such propositions as may receive from Her Majesty's Government the support which has been promised to them. (Hear, hear.)—*Hong Kong News.*

GREAT BRITAIN AND FRANCE.

SETTLEMENT OF THE NIGER QUESTION.

After nearly thirty years of more or less angry wrangling Great Britain and France have amicably and equitably settled their difficulties in West Africa. The agreement will satisfy everybody, and is to be expected, but who knows the complexity of the questions with which it deals, and are aware of the anxious and even perilous moments which have marked the negotiations of the two Governments, will be thankful that agreement so fair and honorable to both has at length been concluded. The Convention was signed on 14th ult. on behalf of Great Britain, and now awaits ratification by the French Chamber. The following are the main points in the arrangement which has been come to between the two countries with regard to the disputed territory.

The French agree to evacuate Kibbi, Boria, Ahikere, Kima (Kayama), Busi (Boussa), Gomba, and Ilo, Niki— a doubtful claim, so far as regards Great Britain—to be recognized as French. On the left bank of the Niger the French get a triangular piece of territory, whose base extends from Say to Ilo, and in return give 100 miles radius from Sokoto. They also give us Bornu, including the portion which is east of the median line running through Bama. On the right bank of the Niger the French get the country from Say to Ilo, to which Great Britain has no claim; and also Gorma, to which our claim is doubtful. The French get thirty years' leases of bonded areas at Laba, and facilities for transit in bond. This is to secure the benefit of the navigable portion of the river. In return, they give thirty years' reciprocity for the whole of the West Coast Colonies from the Liberian frontier to the Niger. With respect to the Gold Coast, the French evacuate (Wa) and probably Togo and Benin, return, Great Britain gives up Bona and Dabika, which are practically in the French hinterland, and accept the Volta as the best natural boundary. The French retain Moli, which they have held for eighteen months.

It is in its economic provisions that the Convention is most favourable to us. If we have divided up the contested areas in West Africa fairly equally with France, we have conquered the whole region for British trade. The principle of the "Open Door" is now firmly established throughout the magnificent Band of the Niger and wherever that is accomplished actual sovereignty is of little importance to us.

THE ACHEEN WAR.

THE OUTBREAK AT EDI.

Details concerning the disturbances at Edi, in Achene, have reached Penang. The Achenees are led by a fanatic who pretends to have lived as a hermit in the forests during the last twenty years. In honour of this long retirement from the world, the man is regarded as holy. He first appeared on the scene near Edi some five weeks ago, and has since been preaching the holy war. He is said to perform miracles and on that score has drawn around him many followers. Gangs of Achenees, who live by plunder, joined the fanatic *Tungku Zapa*. The attack on the settlement of Edi took place on the afternoon of the 30th of June. Sixty men of the rebel band were slain in their first encounter with the Dutch troops, who on the 4th of July forced the remainder to retreat to Edi. After their losing 500 men, the Dutch were left dead on the field of battle. Of the Dutch only one officer and fourteen men were wounded. Since then 115 more fanatics fell in another engagement.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1898.

Barometer 29.73
Thermometer 81.5
Humidity 83.3
Rainfall 15.98

TO-DAY.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.80 29.74
Thermometer 80 84
Humidity 85 76
Rainfall 0.24

TO-DAY.
Thursday, 21st July, 1898.
Chinese—8th day of 6th month of 44th year of Kwong-shi.
Sun—Rises 5hr. 47min.
Sets 5hr. 45min.
Moon—Last Quarter, 10hr. 45min. p.m.
High water—Morning 2hr. 10min.
Afternoon 2hr. 20min.
Low water—Morning 7hr. 55min.
Afternoon 7hr. 41min.

AMIVERSARIES.
1796—Robert Burns died.
1830—Chinese servants of British subjects at Macao withdrawn by Lin.
1841—Terrible typhoon in Hongkong; 6 ships lost, 4 men ashore, 22 drowned.
1842—Capture of Chinkiang by the British forces.
1881—Suicide of Commander Scott of H.M.S. *Ladyslip* at Shanghai.
1891—Commercial Treaty between China and Japan signed.
1894—Collision between the steamer *Chingta* and *Kachineta* near at Woonung.
1896—Suicide of Mr. J. Stewart at 3, Duddell Street.

TO-MORROW.
Friday, 22nd July, 1898.
(St. Mary Magdalene).
Chinese—4th day of 6th month of 44th year of Kwong-shi.
Sun—Rises 5hr. 48min.
Sets 5hr. 45min.
Moon—Last Quarter, 10hr. 45min. p.m.
High water—Morning 2hr. 10min.
Afternoon 2hr. 20min.
Low water—Morning 7hr. 55min.
Afternoon 7hr. 41min.

AMIVERSARIES.
1863—The American bark *Bertha* unsuccessfully attacked by pirates near Stone-cutter's Island.
1868—The *Providence*, collier ship, discovered off Hakodate with only 43 coolies on board and no Europeans.
1873—The s.s. *Esmeralda* lost on the Philippine Islands.
1889—The Yellow River burst its banks at Chang-kin; great flood.
1896—Marriage of Prince Carl of Denmark and Princess Maud of Wales.

SHIPPING AND MAIL NEWS.

MAILED DUE:
Australian (*Chingta*) to-morrow.
German (*Prins Heinrich*) 26th inst.
Canadian (*Empress of China*) 3rd prox.

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Vancouver at 7:30 p.m. on Tuesday, the 19th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Indra from at Kowloon Dock
Halooing " " "
Ningchow " " "
Talisman " " "
Belge " " "

PASSED THE CANAL.
OUTWARD—*Ichang* June 13th; *Remus* 17th; *Amberg*, *Demagor* 21st; *Chingta*, *Indra* 21st; *July 1st*; *Kuhang*, *Suey* 5th; *Salado*, *Dardanis*, *Socatra* 10th; *Sarnia* 11th; *Benlarig*, *Isola*, *Indus* 15th.
HOMeward—*Pyrrhus*, *Sachian*, *Yarra* July 19th.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Intimations.

NOTICE.

A GRAND MUSEUM OF ANATOMICAL SUBJECTS IN WAX WORKS has just arrived and will be OPENED EVERY DAY from 9 A.M. to 11 P.M. at No. 62A, Queen's Road Central, next door to Messrs. FALCONER & Co.

PRICES OF ADMISSION.
Adults 30 cents.
Sailors and Soldiers in uniform 15 " "
S. SILBERMANN, Proprietor.
Hongkong, 18th July, 1898. [878]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, FRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Hongkong, 9th September, 1898 [145]

Intimations.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1898 of EIGHT PER CENT on the Paid up Capital. DIVIDEND WARRANTS PAYABLE at the HONGKONG & SHANGHAI BANK will be issued to SHAREHOLDERS on WEDNESDAY, the 27th July.

The TRANSFER BOOKS of the Company will be CLOSED from 19th to 27th instant both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th July, 1898. [857]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 2nd August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 2nd August, inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 15th July, 1898. [866]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND at the rate of FOUR PER CENT for the Six Months ending 30th June, 1898, will be PAYABLE on the 25th July next, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd to 25th July inclusive.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong, 15th July, 1898. [845]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 3 PER CENT (ONE DOLLAR AND FIFTY CENTS per SHARE), for the 6 Months ending 30th June, 1898, will be PAID to those Persons who are Registered as SHAREHOLDERS in the above Company on the 1st August, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 2nd August, both days inclusive.

By Order,

EDWARD OSBORNE, Secretary.

Hongkong, 15th July, 1898. [672]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

NOTICE.

NOTICE is hereby given that the SECOND INSTALLMENT of \$30 per SHARE on the share in the above Company next due on the Eighteenth day of August next, and PAYMENT thereof must be made to the BANKERS of the Company, viz. the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before that date.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th July, 1898. [875]

A LONG FELT WANT AT LAST SUPPLIED.

WANTED! WANTED! WANTED! ONE HUNDRED PERSONS TO COME EVERY DAY TO THE ROSHERVILLE OF THE FAR EAST.

THE PLACE TO SPEND A HAPPY DAY.

THE WATERFALL INN.

A BOON FOR ALL.

THE Steam Launch

"SHUN LEE" will leave the NEW STONE PIER at the foot of Pottinger Street at 5:15 P.M. sharp, for WATERFALL BAY, where there is a Long Pier and Bungalow erected for Bathing purposes, returning for VICTORIA at 7 P.M. Every Day.

Season Tickets (5 months) \$20

Monthly 4

Single Trip 1

Towels and Bathing Suits supplied. Special arrangements for Schools and Families.

COME AND SEE WHAT A GOOD THING IS OPEN FOR YOU.

Mr. EDWARDS holds a License, and Refreshments can be had on the Premises.

COME ONE, COME ALL, ALL ARE WELCOME.

The cheapest and most pleasant way of spending a few hours during Summer months.

The cause of so much sickness among the Middle and Poorer class of Europeans is the absence of all means of recreation.

If some means could be adopted for daily trips in a Steam Launch with sea Bathing it would mean the alleviation of much suffering among the people that have to spend their days during the Summer months in the office, and the nights in miserable Tenements that are only fit for Chinese, and I believe it would be the cause of a great reduction in the annual death rate.

Dr. F. E. C. AYRES in his Annual Report.

LOOK OUT

On SATURDAY the Launch will make an Extra Trip starting from Pottinger Street Wharf at 9 P.M. sharp returning for Victoria at 12 (midnight).

On SUNDAY the Launch will leave the Wharf at 3 P.M. returning for the usual 5:15 P.M. trip. Finally returning for Victoria at 7 P.M.

EXTRA TRIPS.

Subscribers \$50

Non-Subscribers \$100

TICKETS to be had on the Launch, or on application to

JAS. EDWARDS, Manager.

17, Fraya Central.

Hongkong, 18th July, 1898. [158]

Notice of Firm.

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date during the absence of Mr. JAS. B. COUGHTRIE from the Colony, Mr. GEO. L. TOMLIN has been appointed ACTING SECRETARY to the Company.

N. A. SIEBS, Chairman.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
OHIO MARU..... C. Young.	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU..... J. Jones	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MAC-KAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at Noon.
INABA MARU..... W. Balbridge	MARSHALLS, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 2nd August, at 4 P.M.
IDZUMI MARU..... R. Nunome	KOBE AND YOKOHAMA	THURSDAY, 4th August, at 4 P.M.
SENDAI MARU..... C. Olsen	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GEMSAN	FRIDAY, 5th August, at Noon.
KINSHU MARU..... F. J. Brown	SEATTLE, WASH., U.S.A., VIA KOBE AND YOKOHAMA	THURSDAY, 11th August, at 4 P.M.
MATSUYAMA MARU..... J. Nirel	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 12th August, at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.Dr. KNORR'S
ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

BEWARE OF SPURIOUS IMITATIONS!

TO THE DEAF!
A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for India, Ceylon, and the Straits, awarded the highest Gold and Silver Medals, and for Volstead and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL and PROVISION MERCHANTS, NAVAL CONTRACTORS and GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILMER'S PATENT MOTOR LAUNCHES &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.

DENTISTRY.
DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
Sole Agents in the East for the amalgamated CLIMAX, HUMMER and GLADIATOR Co., Ltd., DUNLOP TYRES BICYCLES—PRICE, \$185.
A special reliable Watch made for this Climate.

Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF LEE HOUSE, 14
"H-H" Road.

IS now in a position, in his New and Commodious Premises, to oblige, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.

Hongkong, 22nd September 1898.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE AND SOERABAYA.
THE Company's Steamship

"HUPEH,"
Captain Quail, will be despatched as above TO-MORROW, the 22nd instant, at 10 A.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st July, 1898. [863]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 22nd instant, at 10 A.M.
For Freight or Passage apply to DOUGLAS LAFFRAIK & Co., General Managers.
Hongkong, 21st July, 1898. [883]

FOR KOBE.
THE Steamship
"KYOTO MARU,"
Captain Sakurai, will be despatched as above on TUESDAY, the 26th instant, at Noon.
For Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 19th July, 1898. [880]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on TUESDAY, the 26th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th July, 1898. [847]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"FATHAN,"
will sail on the 27th July, 1898.
S.S. "SIKH".....about 13th Aug., 1898.
S.S. "ARGVILL".....31st Aug., 1898.
S.S. "MACDUFF".....15th Sept., 1898.
S.S. "GHAZEE".....30th Sept., 1898.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 15th July, 1898. [293]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"PAKLING,"
Captain H. L. Allen, will be despatched as above on or about the 29th instant.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 13th July, 1898. [861]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"TANTALUS,"
Captain Hannan, will be despatched as above on SATURDAY, the 30th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th July, 1898. [881]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"FORTUNA,"
will be despatched as above on or about the 1st August.
To be followed by S.S. "CRAIGHEARN," on or about 10th August, 1898.
For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 14th July, 1898. [838]

SAILING VESSELS.
FOR NEW YORK.
THE "A. A. Norwegian Bank"
"PRINCE ARTHUR,"
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 12th July, 1898. [838]

FOR SAN FRANCISCO.
THE "A. A. British Ship"
"HAWTHORNBANK,"
Greig, Master, now loading here for the above port and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 14th July, 1898. [744]

NOTICE.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:
ARVILL, Brit. str., Wm. Ward—Dodwell, Carlill & Co.
BUTUAN, Spanish str., Madrid—Brandao & Co.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

"BALLARAT,"
Captain W. J. Nautet, carrying Her Majesty's Mails, will be despatched from this for HONGKONG, &c., on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 9th July, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Olympia 2,508 | T. H. Dobson Aug. 6.
Arizona 3,305 | J. Patton, R.N.R. Aug. 23.
Tacoma 3,549 | A. Dixon Sept. 17.
Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 4th July, 1898. [4]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prins Heinrich Wednesday | 17th Aug.
Fremantle Wednesday | 14th Sept.
Darmstadt Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prins Heinrich Wednesday | 4th Jan. '99.
ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Coppers, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 20th July, 1898. [188]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th August, 1898.
EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 31st August, 1898.
EMPRESS OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 28th Sept., 1898.

THE magnificent Twice-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to married Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 20th July, 1898.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Tuesday, 26th July, at Noon.
Capit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Saturday, 13th Aug., at Noon.
Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....Thursday, 1st Sept., at Noon.

THE Company's Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 26th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th July, 1898.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

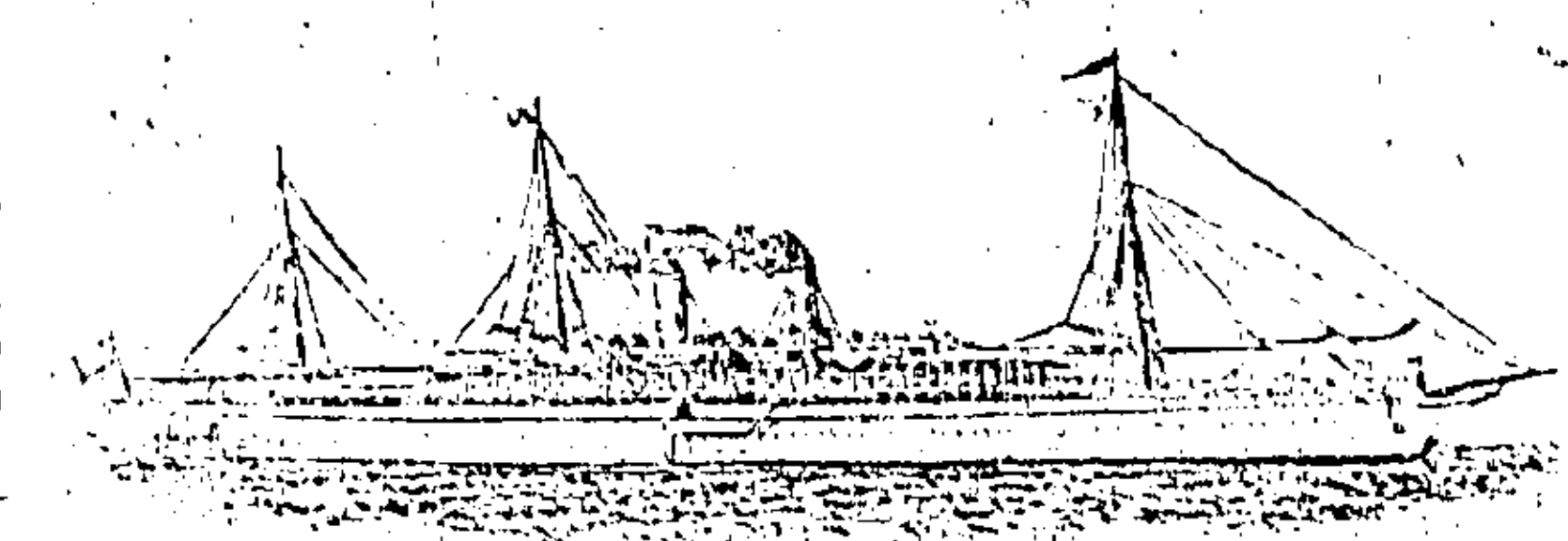
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
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Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th July, 1898.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

Hongkong, 20th July, 1898.

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
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